Loading Capacity of Ships

886. DR. B.B. DUTTA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the load carrying capacity of the largest ships that can sail to and from Calcutta and Haldia ports with how much improvement is achievable in this regard with regular dredging; and

(b) the specific objectives envisaged for the proposed minor all-weather deep water port at Kantabaria in the Kulpi region of South 24 Parganas of West Bengal and in what manner it is going to be related to the Calcutta/Haldia system?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) The largest vessel that can sail to and from Calcutta is about 12,000 DWT depending upon the construction of the vessel (bulk carrier, break bulk carrier or container carrier). As regards Haldia Dock Complex, the maximum size is 22,000 DWT for conventional vessels, 30,000 DWT for panamax vessels and 50,000 DWT for suezmax vessels. With normal maintenance dredging existing depths can only be maintained but not improved. Depths can be improved only by capital dredging.

(b) No formal proposal for development of port in Kulpi has been received by Central Government.

Plan for Improvement in Draughts in Hoogly Estuary

887. SHRI DIPANKAR MUKHERJEE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the present plan for improvement in draughts in Hoogly Estuary;

(b) the anticipated improvement in draughts in next 2-3 years; and

(c) the present Status of recessional dredging project over Jiggarkhali Flat?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) Calcutta Port Trust has plans to undertake the following schemes for improvement of draughts in the Hooghly Estuary during the 9th Plan period at an estimated cost of Rs. 290 crores:—

(i) Construction of a guidewall at the southern end of the Nayachara Island.

(ii) Construction of shore disposal terminal.

(iii) Trimming of Nayachara Island.

(iv) Capital dredging at Balari/Jiggarkhali Region.

In addition, maintenance dredging is also being undertaken annually by the Calcutta Port Trust.

(c) Capital dredging at Balari/Jiggarkhali region is scheduled to be taken up during 9th Plan period.

Study on Long Term Revival of Hooghly Dock and Port Engineers Ltd.

888. SHRI DIPANKAR MUKHERJEE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have constituted a Committee to undertake a study on the long term revival of Hooghly Dock & Port Engineers Ltd.;

(b) whether the study was to be completed in six months;

(c) whether the Committee has given its report; if so, the salient features of the revival package including financial restructuring; and

(d) if not, the reasons therefor and the likely date of submission of the report?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Government have engaged M/s. SCICI Ltd. (now merged with M/s. ICICI Ltd.) to carry out the long term revival study of Hooghly Dock & Port Engineers Ltd.